

BookletChart™

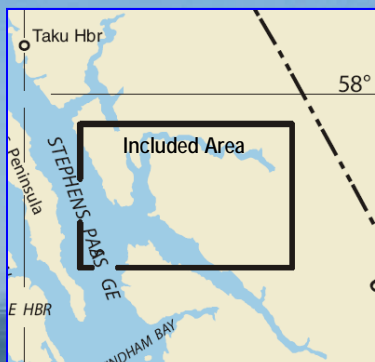
Holkham Bay and Tracy Arm

NOAA Chart 17311

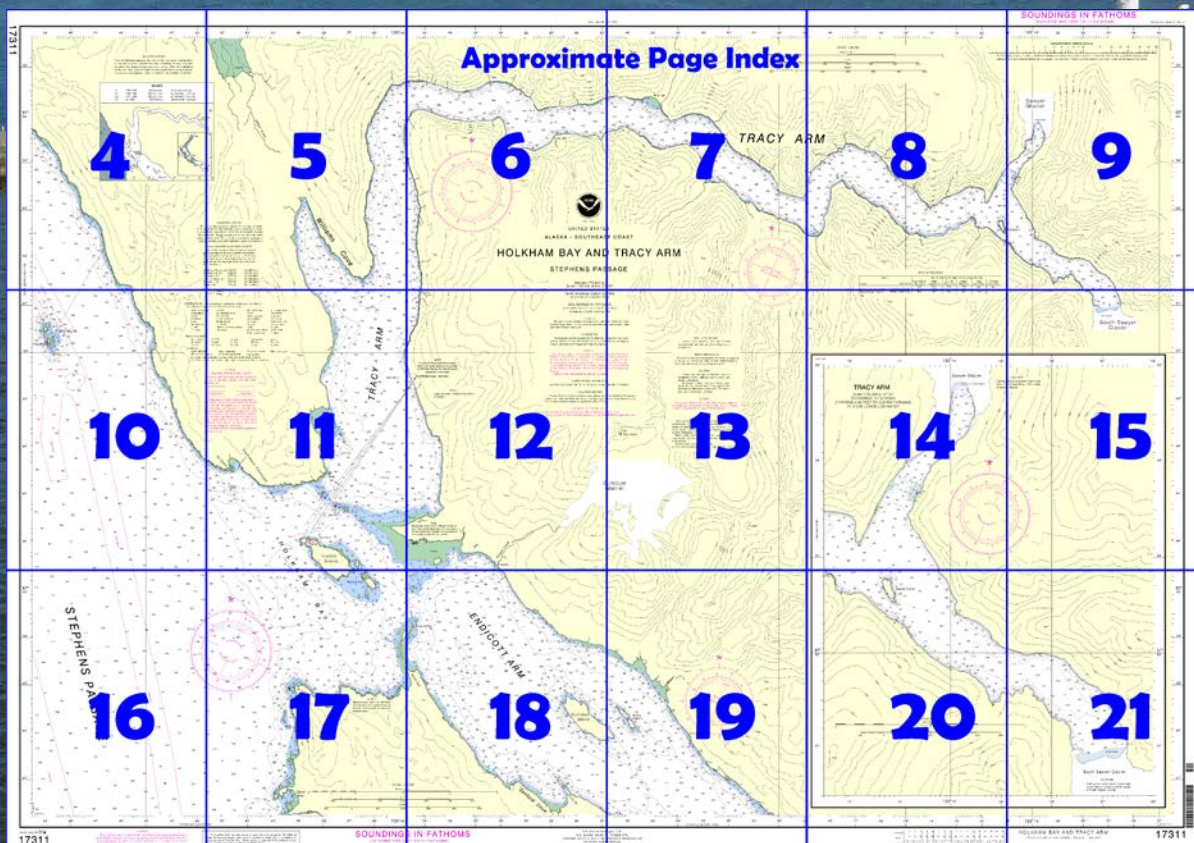


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



Published by the
National Oceanic and Atmospheric Administration
National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=17311>.



(Selected Excerpts from Coast Pilot)

Tracy Arm, the N arm of Holkham Bay, takes a general N direction for 9 miles and then turns E 16 miles to its head, where two large glaciers, Sawyer and South Sawyer, discharge into salt water. The arm is often clogged by small icebergs for several miles, and great care is needed in navigating the ice field. Both glaciers, **Sawyer Glacier** and **South Sawyer Glacier**, can be very active, and huge blocks of ice fall off their faces into very

deep water. These can generate waves that have been observed as high as 25 feet; however, a small boat can ride the waves safely if it keeps a few miles distance from the glacier face and avoids getting packed in the

ice flow. It is recommended that vessels use extreme caution and avoid navigating in proximity to the glacier faces. In the N branch of Tracy Arm, which extends from **Sawyer Island** (57°52'45"N., 133°11'25"W.) to Sawyer Glacier, there is a shoal area on the E side of the arm which reaches a minimum depth of 0.8 fathom at MLLW and extends to 57°53'40"N., 133°10'51"W., about 250 yards from a waterfall on shore. Caution is advised in this area. Tracy Arm, with its deep water, numerous waterfalls, and bold shores, is one of the outstanding fjords of SE Alaska.

The entrance to the arm is about 1.75 miles wide. The navigable channel, only 0.3 mile wide, has a depth of 6½ fathoms and is marked by two unlighted buoys and a mariner activated sector light (57°49'24"N., 133°34'27"W.) on the E shore of the arm, and heavy kelp beds in the summer on the SE side. To activate the sector light, mariners should transmit 5 carrier pulses in 5 seconds on VHF-FM channel 65. The aid will remain lighted for 10 minutes. The buoys and lights are seasonal. The buoys may become submerged during periods of strong current. Tidal swirls, in conjunction with very strong currents, will be met in the entrance except at slack water. Caution should be used when transiting this area due to large pieces of ice moving through the entrance with the current. A daybeacon with a radar reflector is inside the entrance on the W shore in about 54°47'29"N., 133°37'53"W.

Williams Cove, a deepwater anchorage with constricted swinging room and hard bottom with patches of mud, is at the head of a large bight on the W side of Tracy Arm about 6 miles above the entrance to the arm. An anchorage for small boats in 5 fathoms, rocky bottom, is reported available in the small bight on the W side of the arm, about 2 miles above the entrance. A rock awash is about 0.2 mile SE of the entrance to the small bight.

Midway Islands are two small, sparsely wooded islets, 16 miles N of Point Hugh and 2 miles off the E shore of Stephens Passage. Rocks, awash at highest tides, are between them, with deep water close-to. A ledge extends about 0.2 mile S from the S islet, which is marked by **Midway Islands Light** (57°50'12"N., 133°48'51"W.), 83 feet (25.3 m) above the water and shown from a skeleton tower with a red and white diamond-shaped daymark.

Twin Point, a narrow wooded point with steep rocky shores, the more northerly of two similar points, is on the W side of Stephens Passage, about 7.5 miles NW of Midway Islands Light.

Station Point, about 6 miles to the N of Twin Point, is wooded and rises to a knob 1.4 miles inshore. A small wooded islet 105 feet high is 300 yards off the point. The bight, about 0.5 mile S of the islet, is used as a fair-weather anchorage by small craft.

South Island, about 2 miles SE from Station Point, is wooded. Reefs extend 50 to 100 yards from its shores, except at the SE end, where a reef extends about 0.5 mile SE. Two small wooded islets are close to the point to the SW of South Island. Anchorage in 14 fathoms, sticky bottom, has been found to the W of South Island. In the bight to the S of the small islets, small craft can find fair-weather anchorage.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Juneau	Commander	
	17th CG District	(907) 463-2000
	Juneau, Alaska	

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

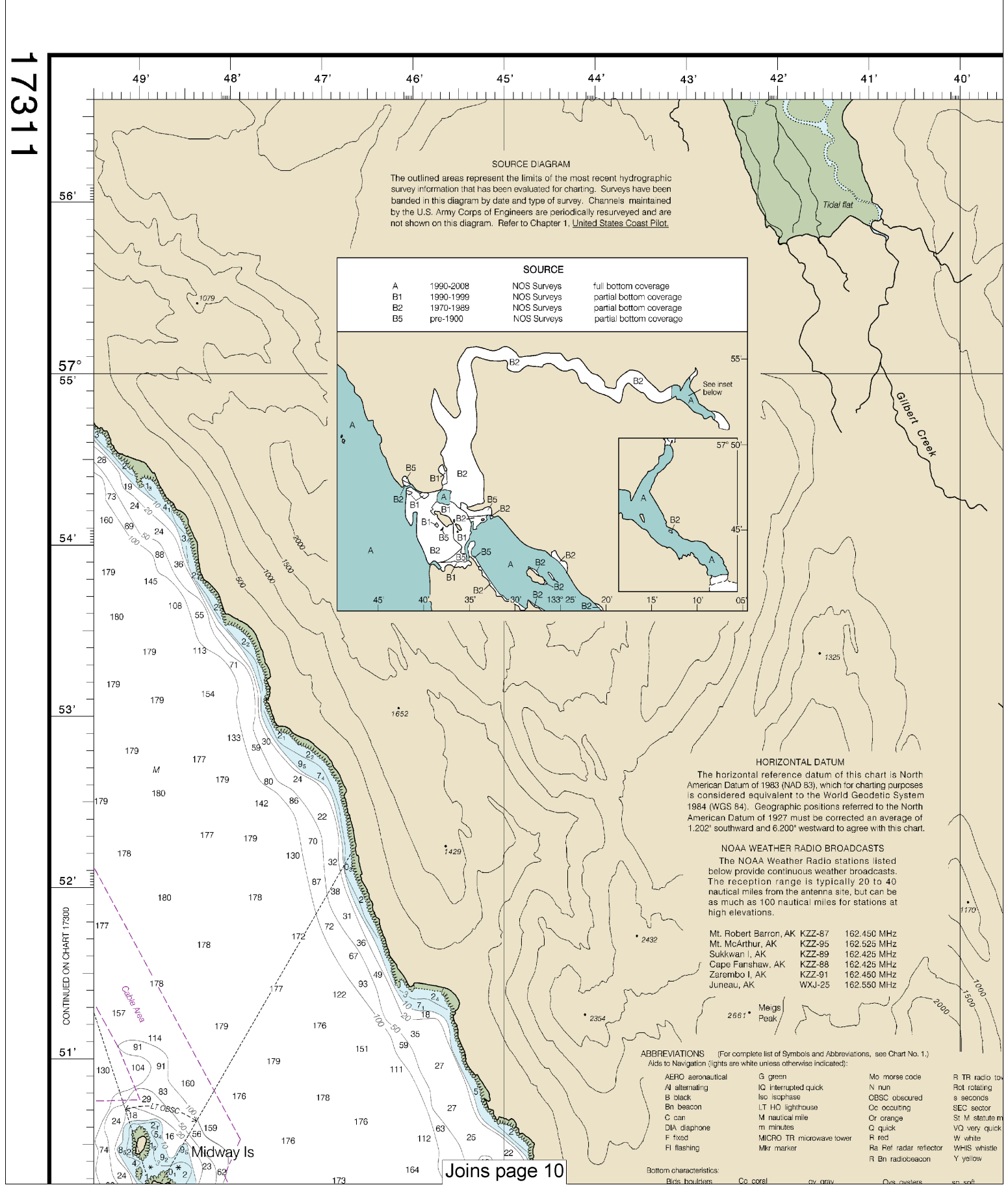
Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers



For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

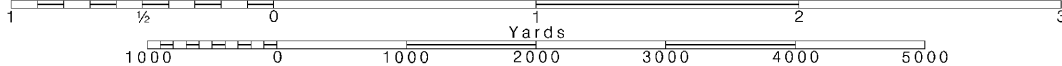


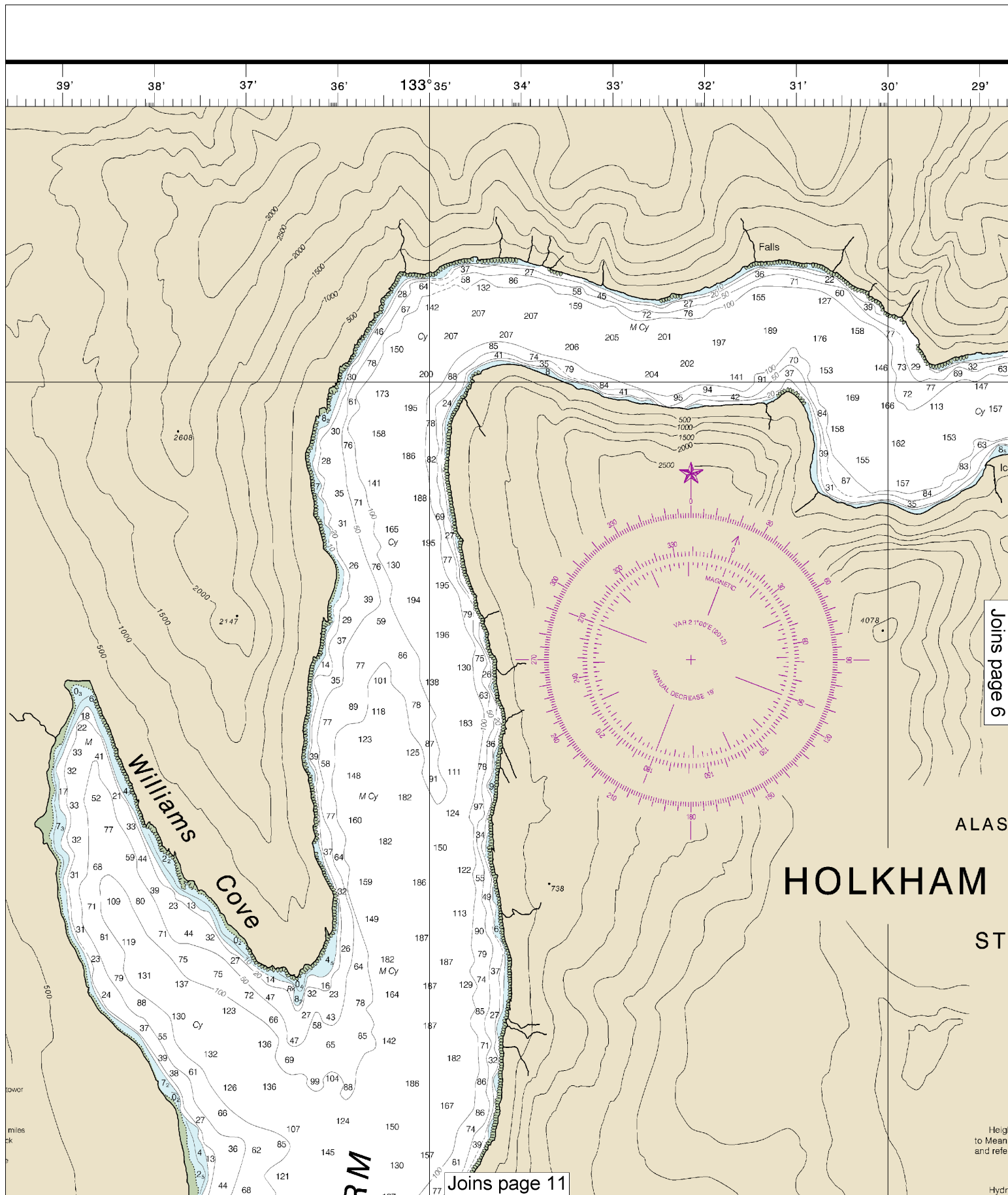
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

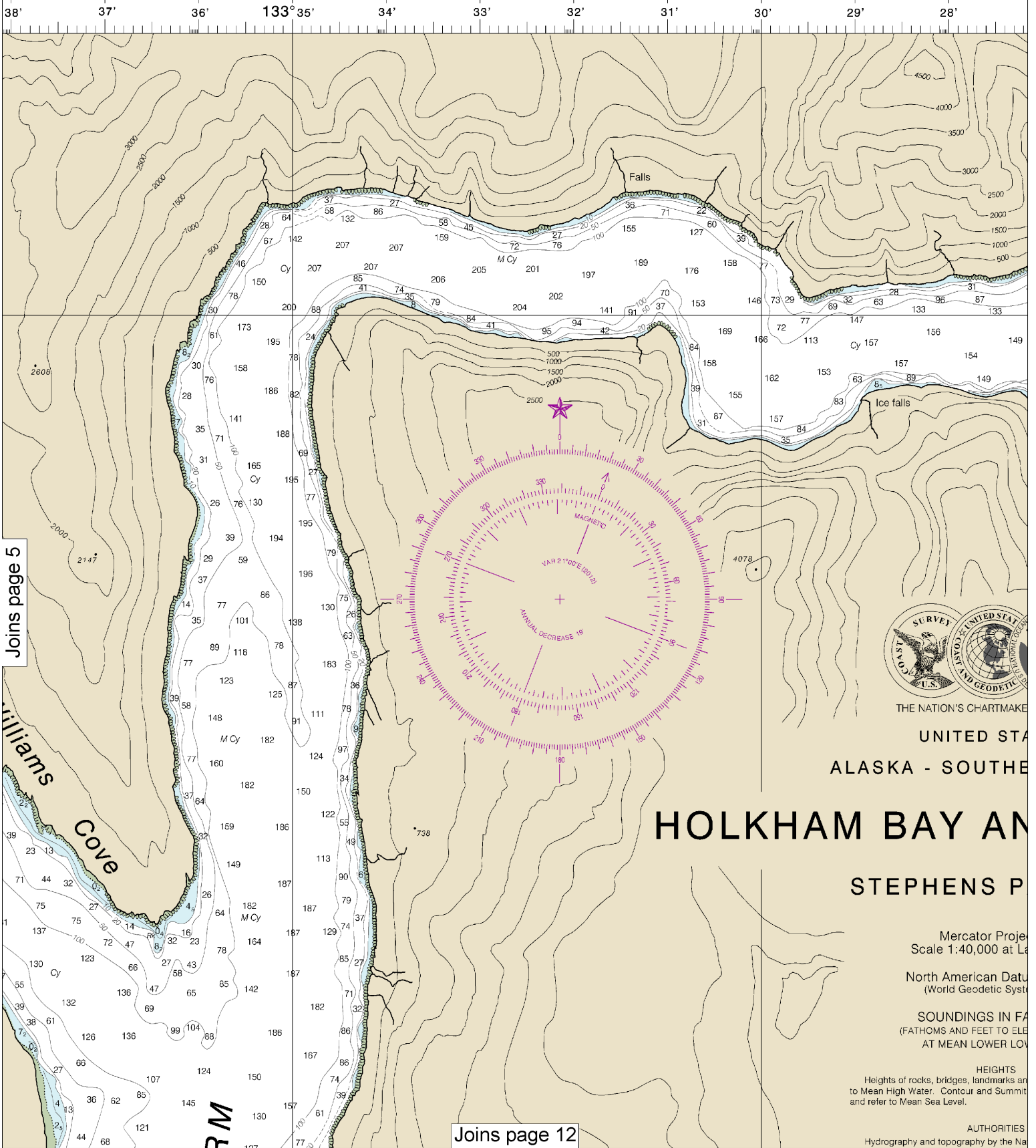
SCALE 1:40,000
Nautical Miles

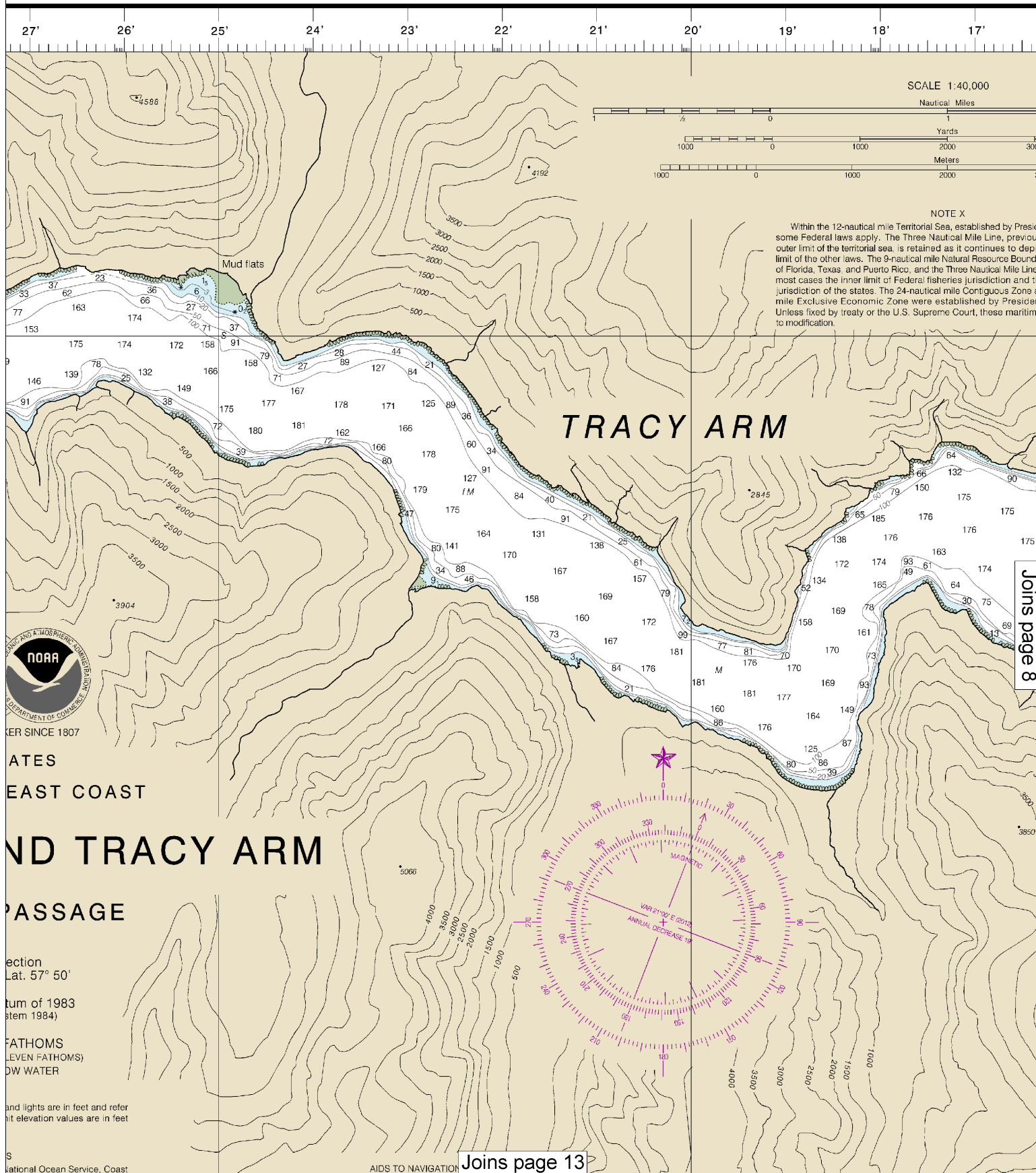
See Note on page 5.



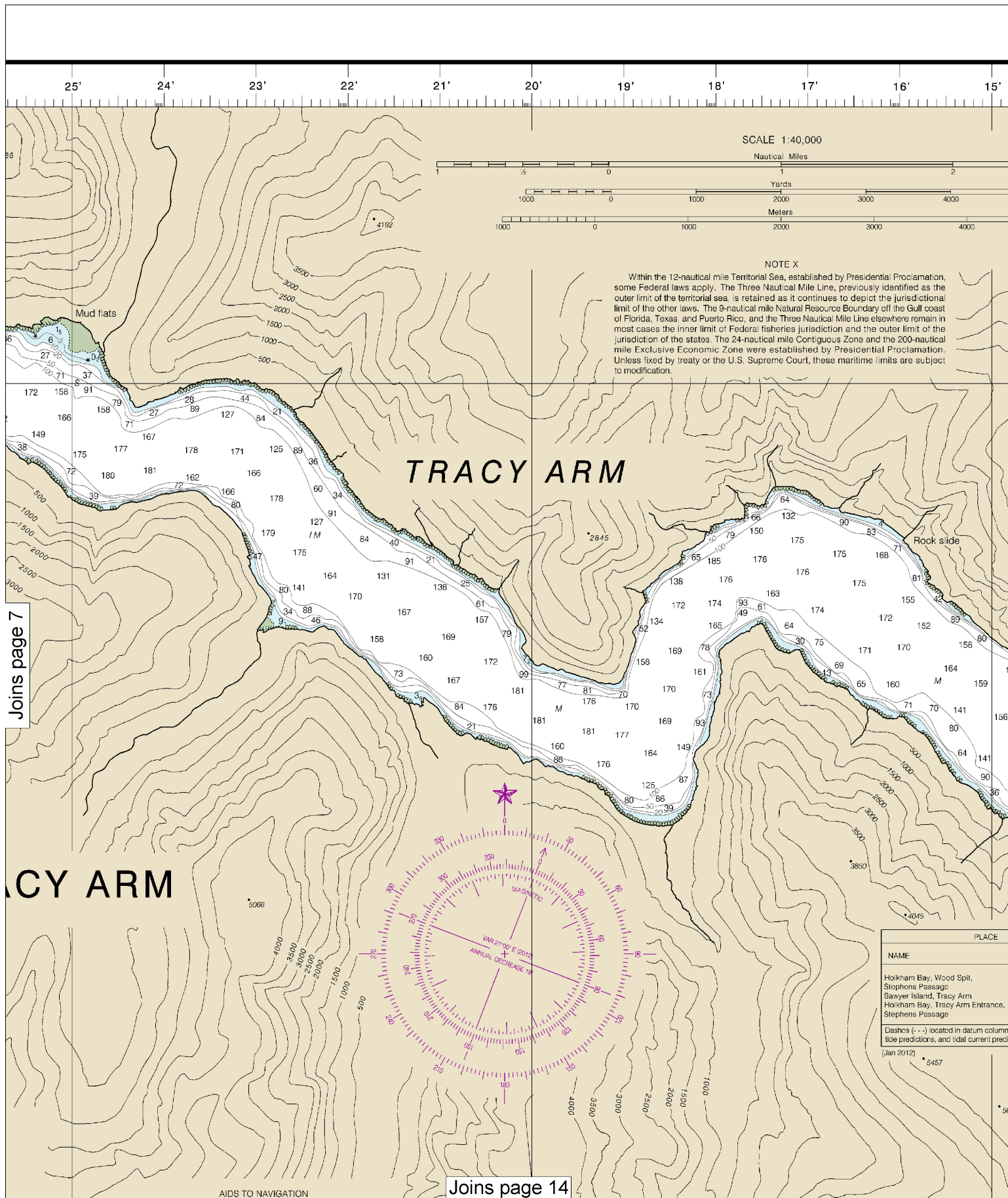


This BookletChart was reduced to 75% of the original chart scale.
 The new scale is 1:53333. Barscales have also been reduced and
 are accurate when used to measure distances in this BookletChart.



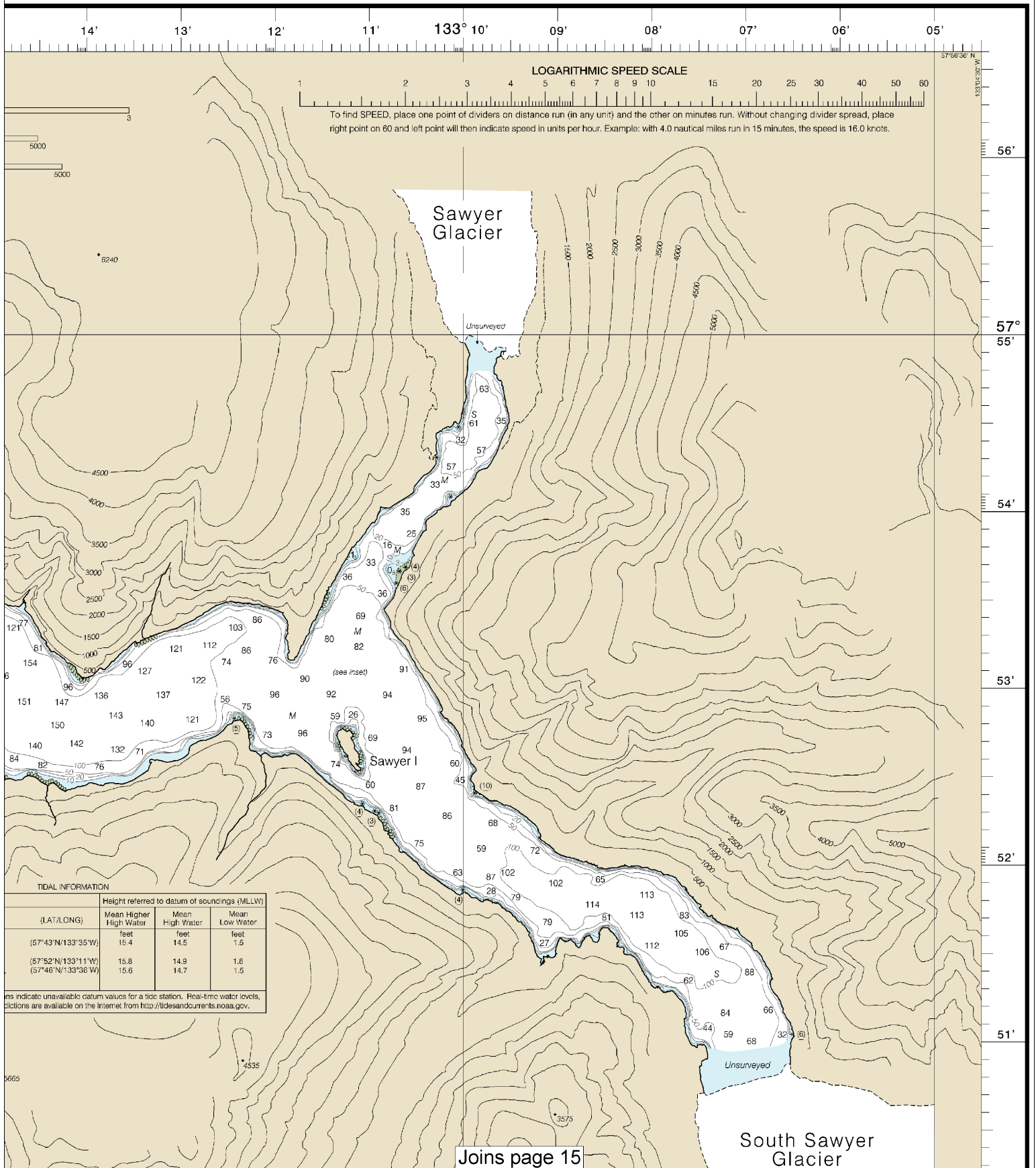


Joins page 8

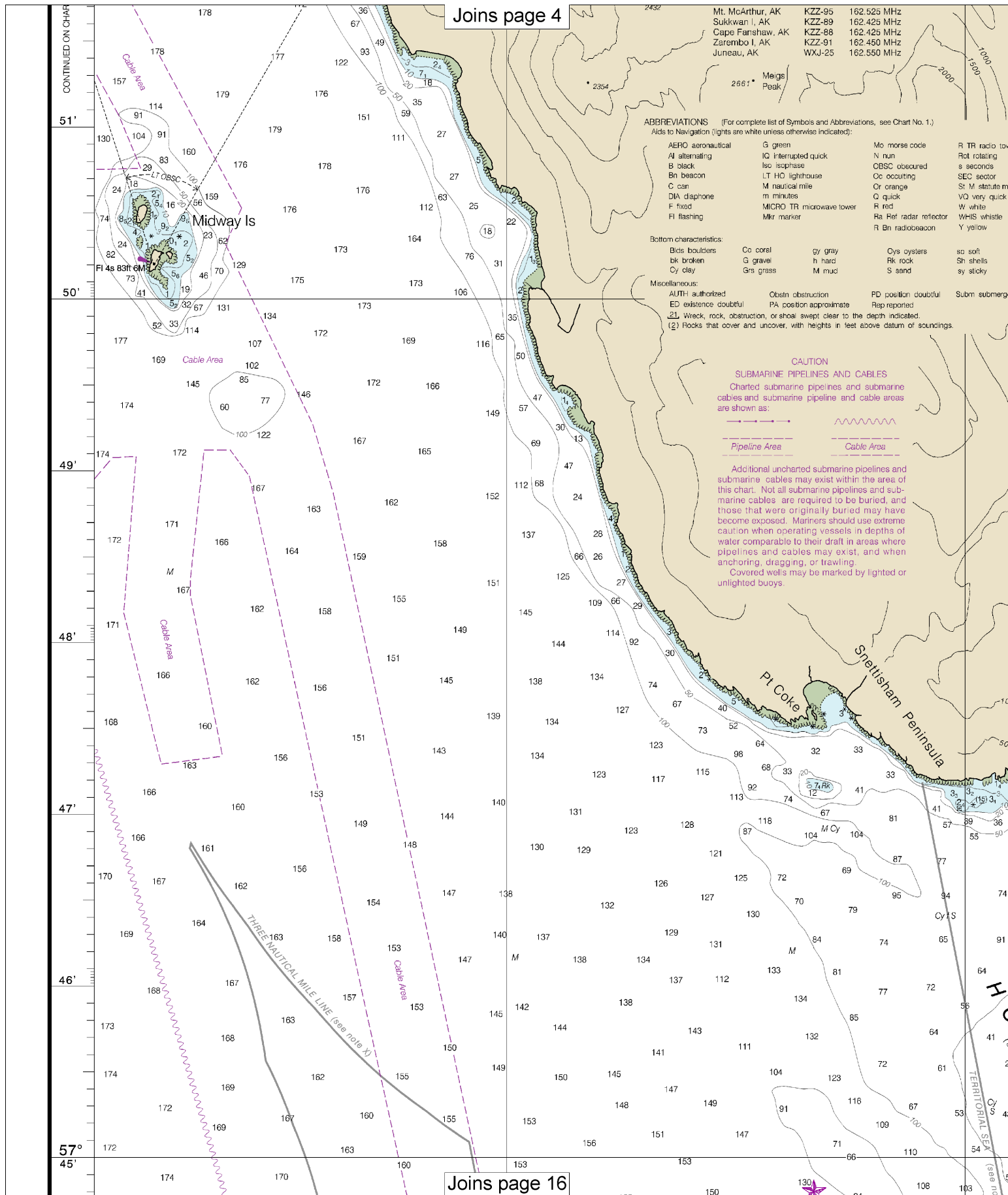


SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)



Joins page 15



10

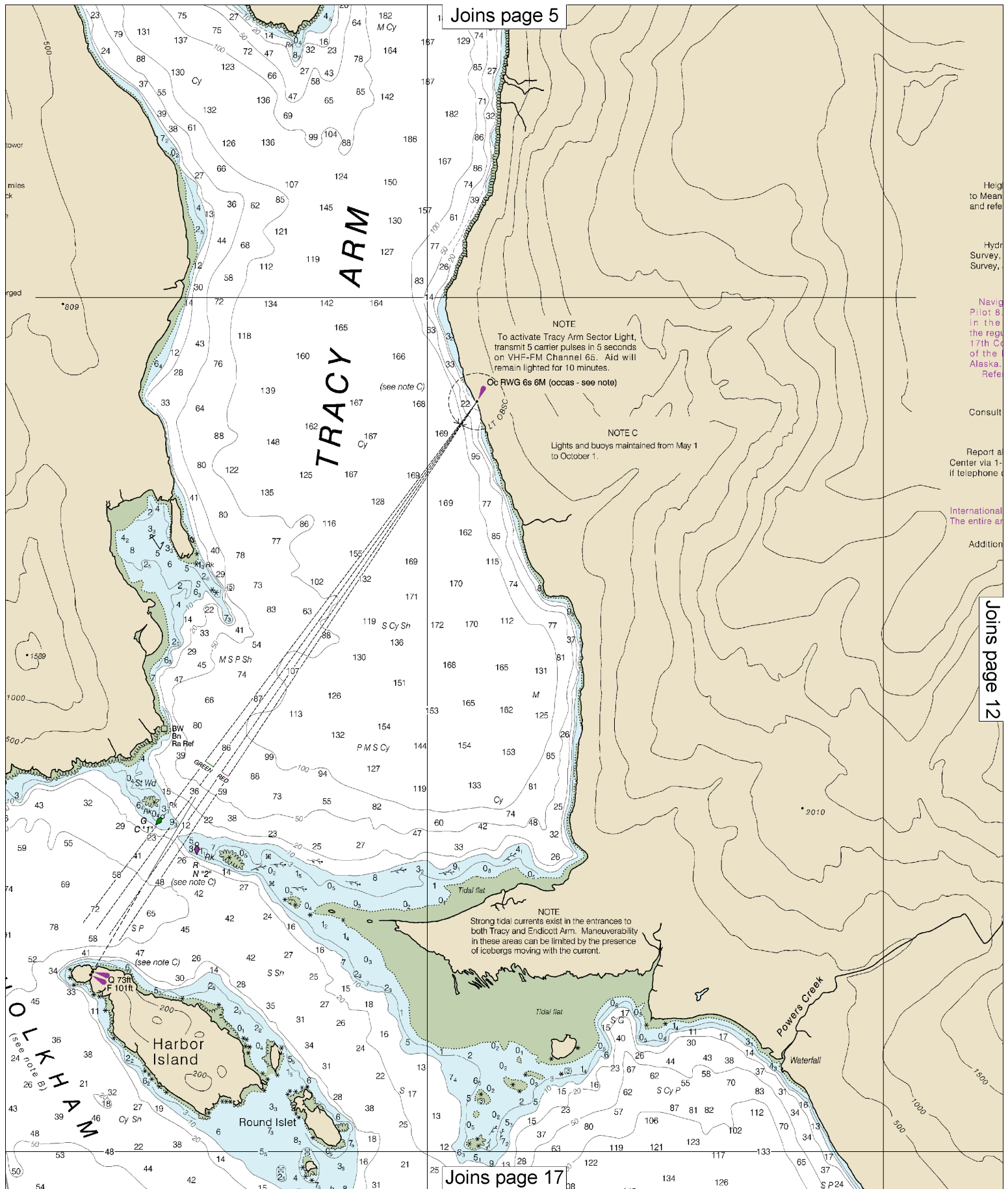
Note: Chart grid lines are aligned with true north.

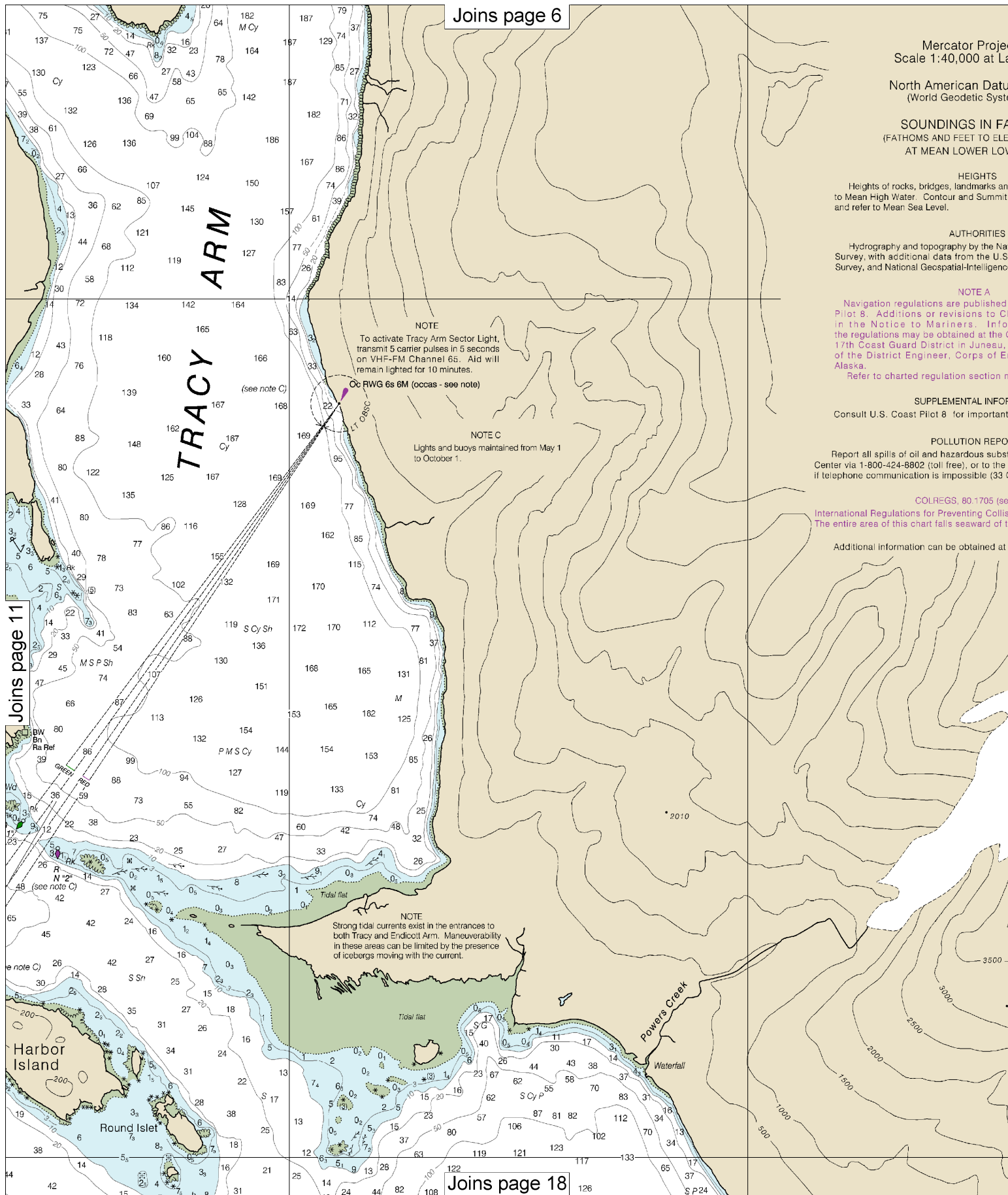
Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.







Mercator Projection
Scale 1:40,000 at Latitude 60°N

North American Datum
(World Geodetic System 1983)

**SOUNDINGS IN FATHOMS AND FEET TO ELE
AT MEAN LOWER LOW**

HEIGHTS
Heights of rocks, bridges, landmarks and
to Mean High Water. Contour and Summit
and refer to Mean Sea Level.

AUTHORITIES
Hydrography and topography by the Na
Survey, with additional data from the U.S
Survey, and National Geospatial-Intelligence

NOTE A
Navigation regulations are published
Pilot 8. Additions or revisions to C
in the Notice to Mariners. Info
the regulations may be obtained at the
17th Coast Guard District in Juneau,
of the District Engineer, Corps of E
Alaska.
Refer to charted regulation section n

SUPPLEMENTAL INFOR
Consult U.S. Coast Pilot 8 for important

POLLUTION REPO
Report all spills of oil and hazardous subst
Center via 1-800-424-8802 (toll free), or to the
If telephone communication is impossible (333

COLREGS, 80.1705 (se
International Regulations for Preventing Collis
The entire area of this chart falls seaward of t

Additional information can be obtained at

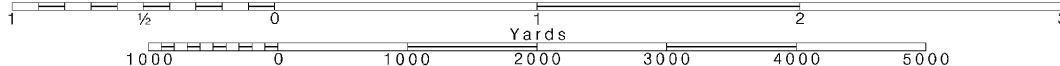
12

Note: Chart grid
lines are aligned
with true north.

Printed at reduced scale.

SCALE 1:40,000
Nautical Miles

See Note on page 5.



ection
Lat. 57° 50'
tum of 1983
stem 1984)
FATHOMS
EVEN FATHOMS)
DW WATER

and lights are in feet and refer
it elevation values are in feet

S
National Ocean Service, Coast
U.S. Coast Guard, Geological
nce Agency.

d in Chapter 2, U.S. Coast
Chapter 2 are published
ormation concerning
Office of the Commander,
u, Alaska, or at the Office
Engineers In Anchorage.

numbers.

ORMATION
nt supplemental information.

ORTS
stances to the National Response
e nearest U.S. Coast Guard facility
3 CFR 153).

see note A)
isions at Sea, 1972.
f the COLREGS Demarcation Line

at nauticalcharts.noaa.gov.

AIDS TO NAVIGATION
Consult U.S. Coast Guard Light List for
supplemental information concerning aids to
navigation.

RADAR REFLECTORS
Radar reflectors have been placed on many floating aids
to navigation. Individual radar reflector identification on
these aids has been omitted from this chart.

CAUTION
Temporary changes or defects in aids to
navigation are not indicated on this chart. See
Local Notice to Mariners.
During some winter months or when endan-
gered by ice, certain aids to navigation are
replaced by other types or removed. For details
see U.S. Coast Guard Light List.

WARNING
The prudent mariner will not rely solely on any single aid
to navigation, particularly on floating aids. See U.S. Coast
Guard Light List and U.S. Coast Pilot for details.

CAUTION
Only marine radiobeacons have been calibrated for
surface use. Limitations on the use of certain other radio
signals as aids to marine navigation can be found in the U.S.
Coast Guard Light Lists and National Geospatial-Intelligence
Agency Publication 117.
Radio direction-finder bearings to commercial broad-
casting stations are subject to error and should be used
with caution.
Station positions are shown thus:
○ (Accurate location) ○ (Approximate location)

Sumdum
Glacier

Mt Sumdum

KAPP 2941

12'

55'

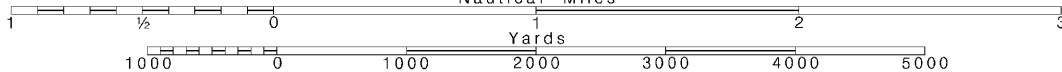
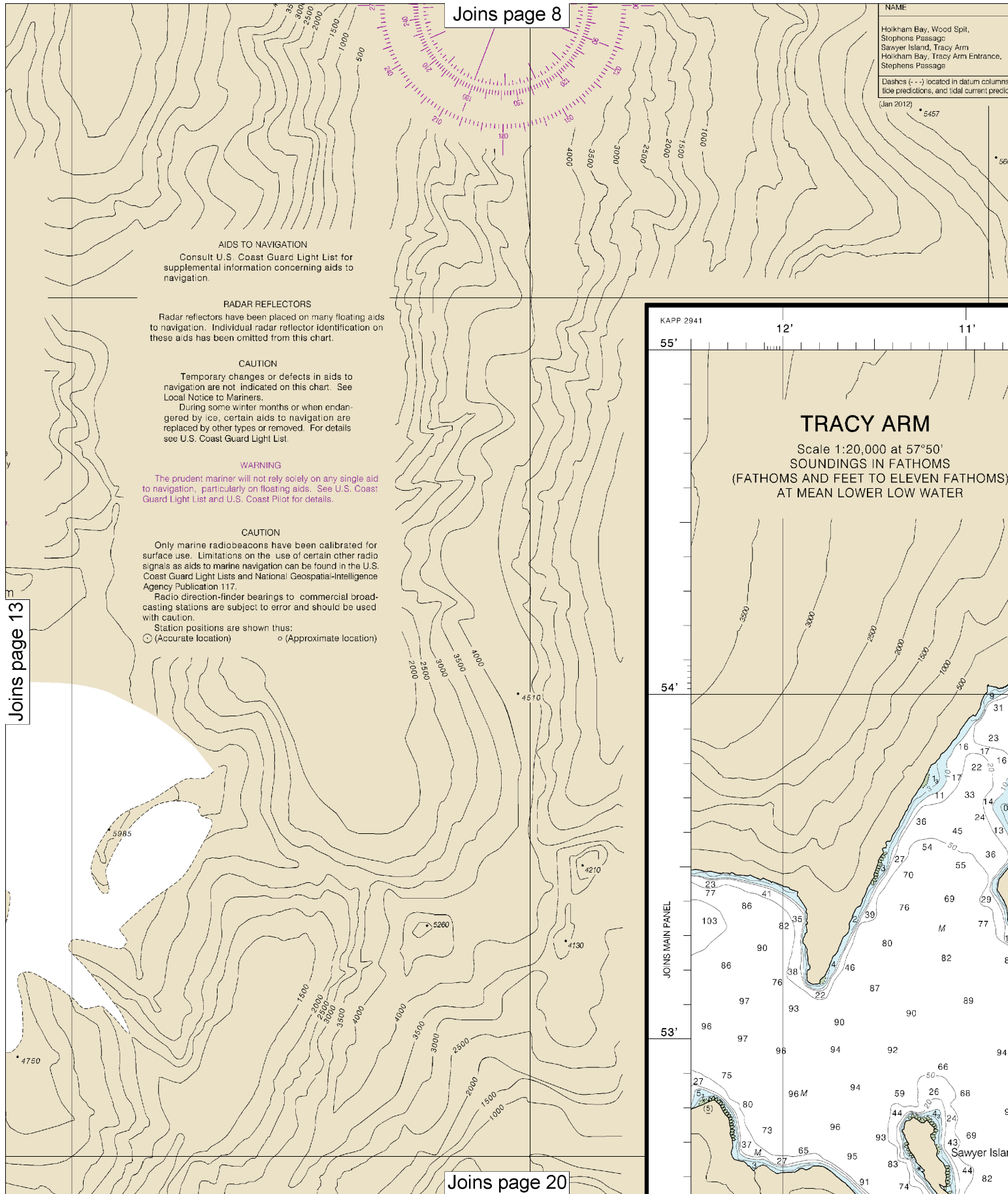
TRACY
Scale 1:20,000
SOUNDINGS
(FATHOMS AND FEET
AT MEAN LOW)

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54'

53'

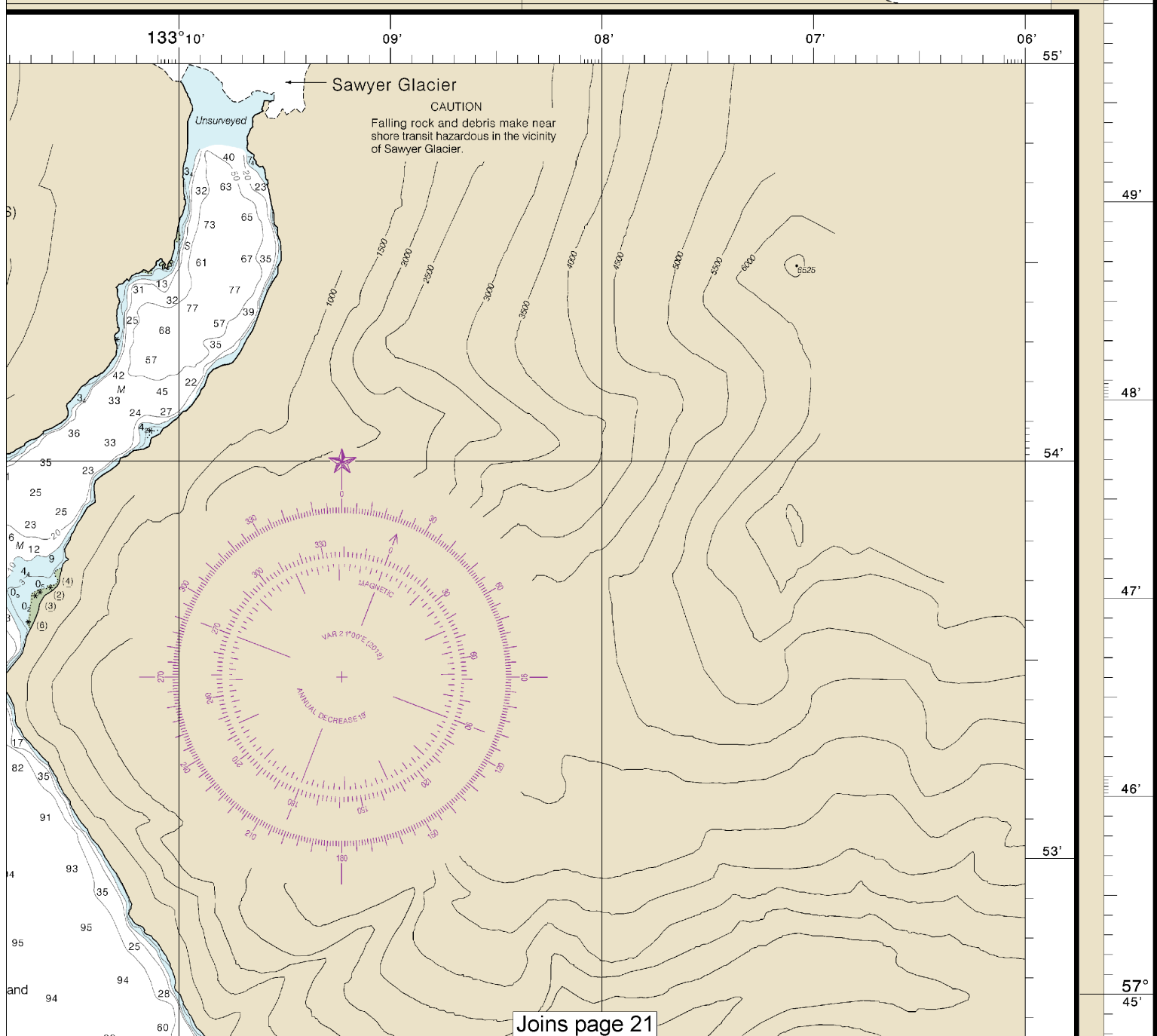
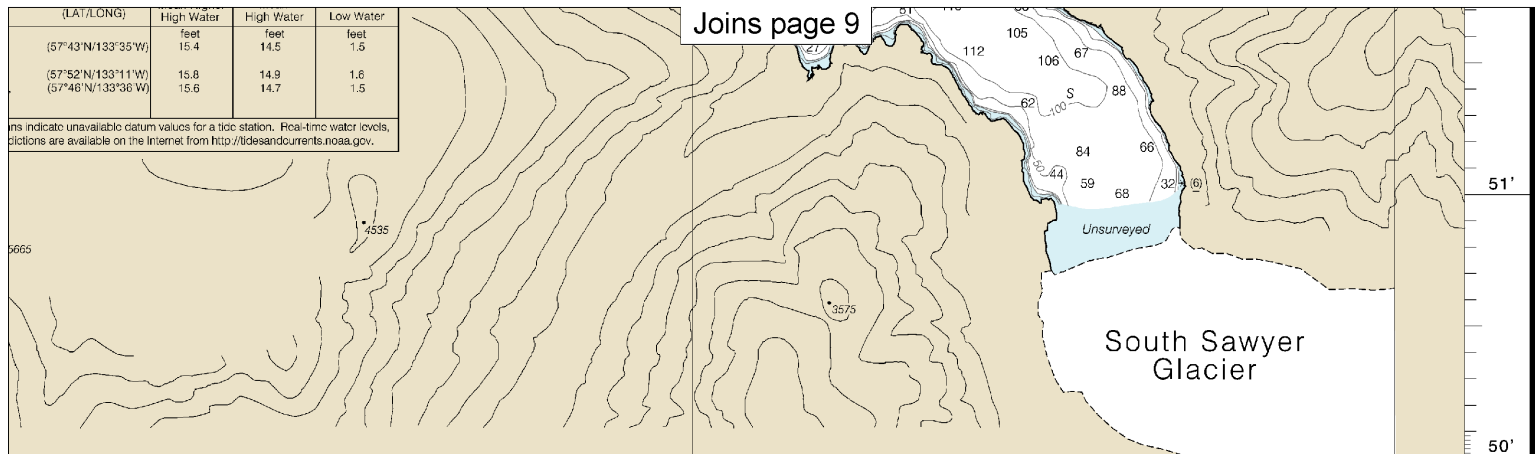
JOINS MAIN PANEL



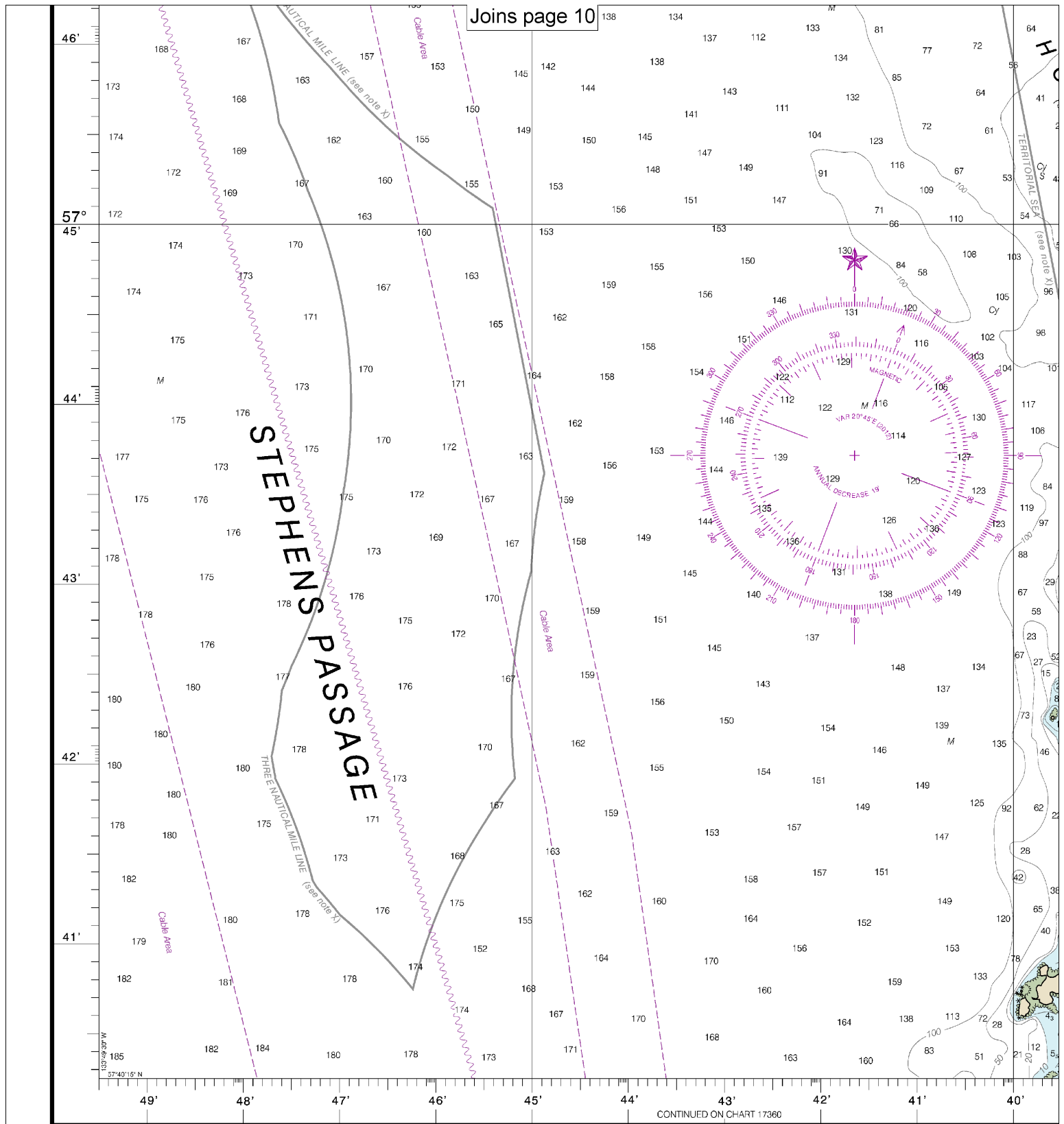
(LAT/LONG)	High Water	High Water	Low Water
(57°43'N/133°35'W)	feet 15.4	feet 14.5	feet 1.5
(57°52'N/133°11'W)	15.8	14.9	1.6
(57°46'N/133°36'W)	15.6	14.7	1.5

Indicates unavailable datum values for a tide station. Real-time water levels and predictions are available on the Internet from <http://tidesandcurrents.noaa.gov>.

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2nd Ed., Feb. / 12

17311

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

This nautical chart has been designed to promote safe navigation. The U.S. Coast Guard and NOAA Ocean Service encourages users to submit corrections, additions, and deletions to improve this chart to the Chief, Marine Chart Division (N/CD), NOAA, Silver Spring, Maryland 20910-3282.

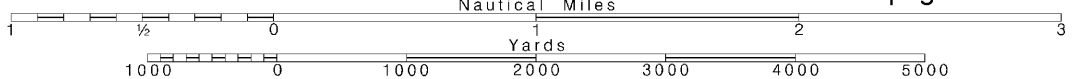
Last Correction: 4/22/2013. Cleared through:
LNM: 4616 (11/15/2016), NM: 4616 (11/12/2016), CHS: 1016 (10/28/2016)

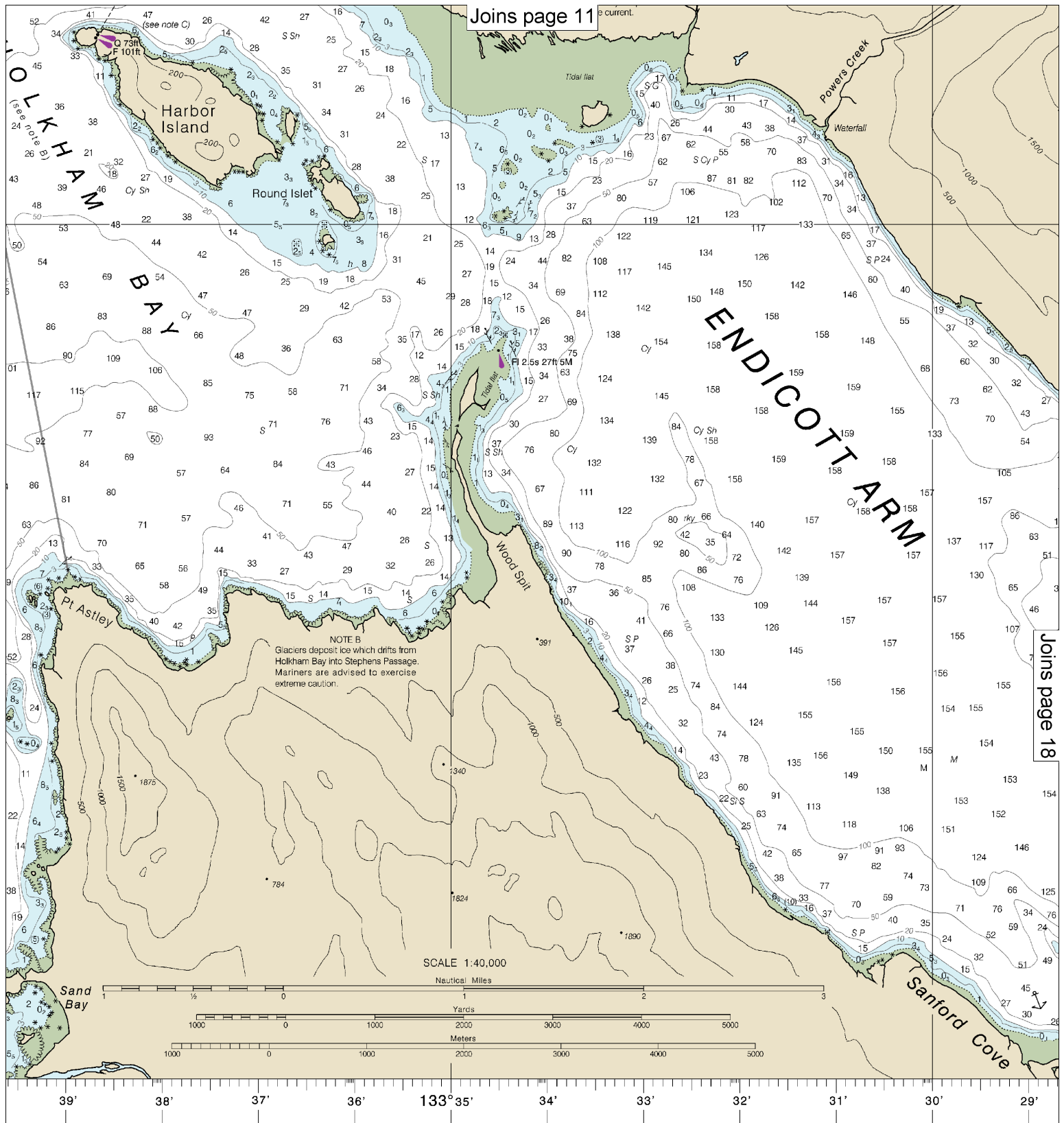
Note: Chart grid lines are aligned with true north.

Printed at reduced scale.

~~SCALE 1:40,000~~
Nautical Miles

See Note on page 5.

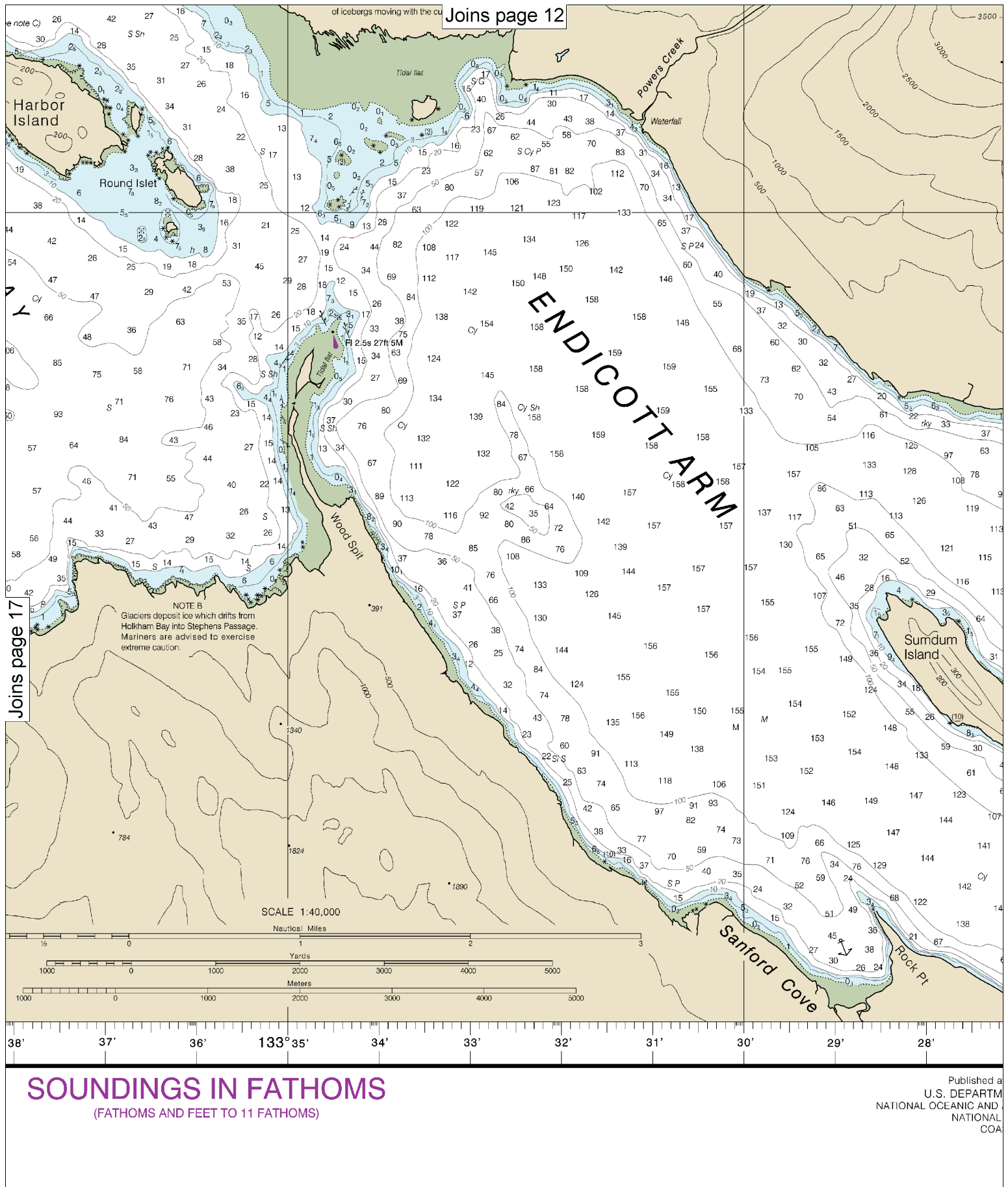




navigation. The National
tions, or comments for
VCS2), National Ocean

SOUNDINGS IN FATHOMS

(FATHOMS AND FEET TO 11 FATHOMS)

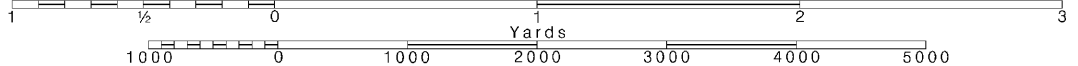


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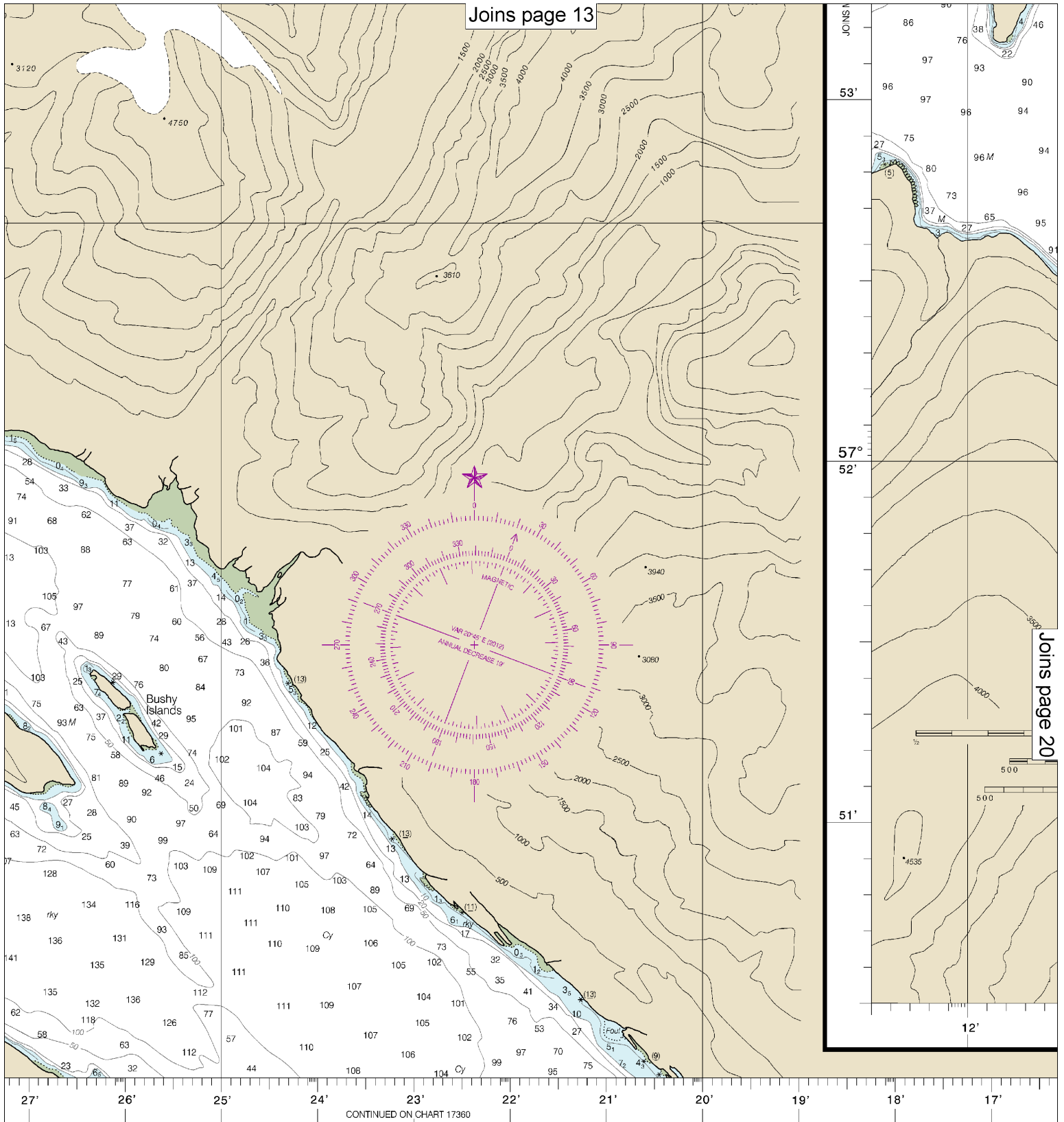
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SCALE 1:40,000
Nautical Miles

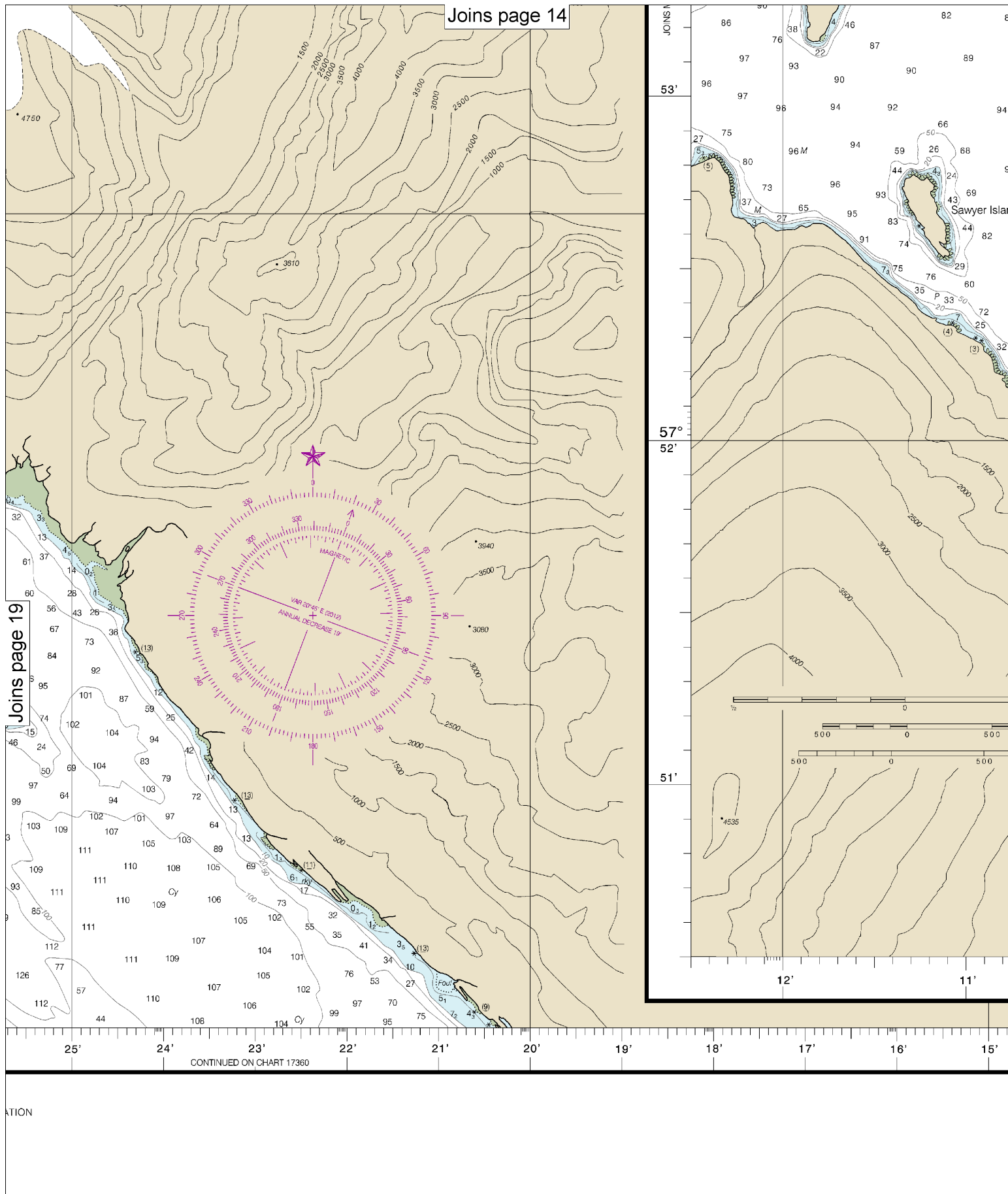
See Note on page 5.

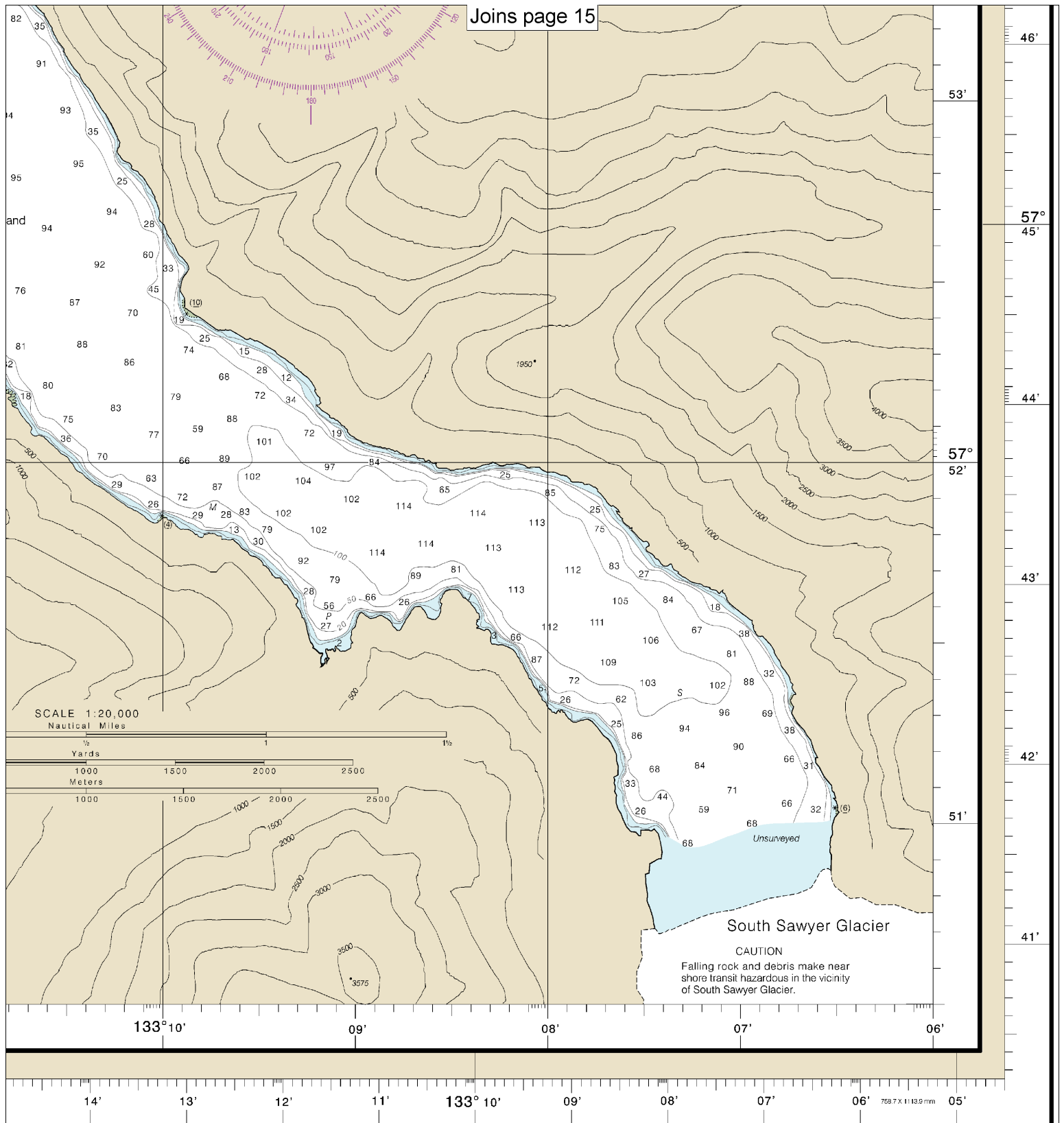


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at Washington, D.C.
DEPARTMENT OF COMMERCE
NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION
FISHERY BUREAU
FISHERY RESEARCH BOARD
FISHERY SURVEY





FATHOMS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
FEET	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
METERS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Holkham Bay and Tracy Arm
SOUNDINGS IN FATHOMS - SCALE 1:40,000



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!

Quick References

Nautical chart related products and information	—	http://www.nauticalcharts.noaa.gov
Interactive chart catalog	—	http://www.charts.noaa.gov/InteractiveCatalog/nrnc.shtml
Report a chart discrepancy	—	http://ocsddata.ncd.noaa.gov/idrs/discrepancy.aspx
Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
Chart updates (LNM and NM corrections)	—	http://www.nauticalcharts.noaa.gov/mcd/updates/LNM_NM.html
Coast Pilot online	—	http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm
Tides and Currents	—	http://tidesandcurrents.noaa.gov
Marine Forecasts	—	http://www.nws.noaa.gov/om/marine/home.htm
National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
Pacific Tsunami Warning Center	—	http://ptwc.weather.gov/
Contact Us	—	http://www.nauticalcharts.noaa.gov/staff/contact.htm



— For the latest news from Coast Survey, follow **@NOAAcharts**



This Booklet chart has been designed for duplex printing (printed on front and back of one sheet). If a duplex option is not available on your printer, you may print each sheet and arrange them back-to-back to allow for the proper layout when viewing.